

## IMPRESSIONS OF BERLIN AUTO SHOW

Some Remarkable Cars Are  
Shown in First Exhibit  
Since War.

German automobile designers and builders have not been idle since the war. The first automobile show to be held since Germany became a republic indicated many important improvements. The most noticeable general feature was the influence of the airplane on automobile engine design, and the relative simplicity and accessibility of German motors. Many four and sixes had overhead cam shafts and not a few were without crank case gaskets, as was our Liberty motor. It seems to be general in Germany to connect the speedometer direct to the shaft rather than to a wheel as in America.

Spark plugs in Germany practically always have three firing points. This method has an obvious advantage if the points all fire properly, but if one goes bad the whole plug suffers from the accumulation of carbon. The Maybach had the new Bosch machine, which incorporates both lighting and ignition units in one piece, doing away with the necessity of special lighting apparatus. All cars were equipped with a self-starter, or one may be readily attached. The drive in most cases has been shifted from right to left.

Body lines were more graceful and straight than the old German angles. Most radiators were wedge shaped. The Mercedes still leads in design the finish lavished on its motor and gives an unpleasant foreshortened appearance. On the other hand, the Saavo, from a company only about a year old, is the last word in style. Occasionally cars showed what looked like a reversion to discarded American effects, as for instance a broken roof line over the curved top of a limousine door. Back seats retain the luxurious depth and upholstery characteristic of German cars, and where we usually make them serve for three they were often built for two, with a centre arm.

Nearly all cars have so-called invisible mounting covers. The all weather cover is noteworthy—it can be opened and closed while the car is in motion, and the side curtains are of glass, not celluloid. When not in use they are put into a rack which folds under the rear seat.

Limousines of course offered the usual variations of luxury to catch the feminine eyes. Some builders experimented with fancy interiors, one even going back to ancient Egypt. Aluminum bodies were exhibited, one arabesque like a Damascus blade.

The Krupp and one or two other concerns had trucks exhibited, which differed little in essentials from American models. One company showed a few pieces of fire apparatus which seemed lighter than corresponding American models, notably the combination. One truck was shown designed for use in very heavy snow. Runners can be set on all four wheels and the drive is through a rotating cylinder at the back. There was also a line of delivery cars of various

sizes and types. Besides trucks the Krupp had an exhibit of steel wire and steel parts that was extremely interesting, as it was one of the few pieces of educational propaganda in the show. Here were various grades of steel and different processes with new unbreakable steel.

The sensation of the show was the Rumpier drop car, so called from its shape when viewed from above. The designer, Herr Rumpier, made a stir ten years ago in airplane circles with a monoplane, and his aviation experience showed in the lines of the car. The air resistance was as near zero as science and mathematics could make it. The car steered from the front, but the engine and all its parts were on the rear axle. This, of course, gave much more effective cooling and tends to reduce dust clouds and gas difficulties for driver and passengers. Spare wheels and tires were carried in the pan underneath and are readily accessible from the side. The car could easily develop 65 miles per hour with low gasoline consumption. In keeping with its general aviation lines the car has perfectly flat horizontal mud guards, and the enclosed types gave a most curious though not ungraceful suggestion of a combined submarine and airplane. The price was between 150,000-200,000 marks (\$1,500-\$2,000). Orders were booked for a year ahead, which would seem to indicate that the public has faith in its powers of performance.

A car without gear shift was shown by the Maybach Company, a concern known for its Zeppelin motors. Essentially this is a new clutch arrangement worked like a Ford, but with a more complicated mechanism. The car had a self-starter and could go directly from a walking to racing speed. Other features were front wheel brakes eliminating skidding and a double ignition system. The same people also showed a marine engine built without crank case gaskets.

Two more wonders were the so-called Mauser single track car and the Rivo propeller car. The former has an ordinary type small body, but with only two main wheels, a considerable tire economy. The car started with two auxiliary wheels, which can be raised as soon as in speed. If the car tips backward a certain point the raised auxiliary wheels prevent a spill. The price is 25,000 marks (\$250), and no more orders can be taken until March. The American rights have already been sold. Another feature is the Rivo with a rear propeller drive. This gives high speed. The pitch of the propeller is adjustable for reversing, slowing and stopping. The car also can be fitted with runners. An electric car was on exhibition quite in contrast to the usual luxurious American types. This was of solid simple construction, batteries in front, two motors on the rear wheels, and clearly intended to be a car for the large public.

There were several light and medium weight motorcycles which showed the prevailing European tendency away from the greater weight of some American makes. The model here was more like the English Douglas, and some of the machines seemed little more than streamlined bicycles with engines. Six thousand five hundred marks (\$65) was an average for the simpler, more moderate priced motorcycles.

Specialties, accessories, etc., had a number of places, including "non-breakable" glass, compounds to keep windshields from clouding, and the like. There was a new Bosch magneto giving

5,000 r. p. m. and 20,000 sparks. A new welding process, the Huroco-Let, was exhibited which makes it possible to repair broken parts.

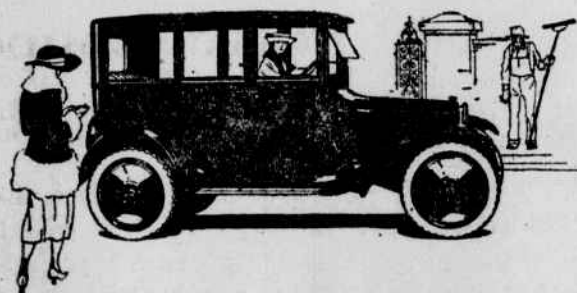
A trip through the show revealed every evidence of prosperity, whether Mercedes cars at 350,000 marks (\$3,500) or cheap cars, approximating our Ford types in relative price at 63,000 marks were in question. Workmanship was skilful, solid, and in general tasteful, and there was plenty of evidence that the German automobile industry has not only recovered its pre-war position but has moved forward. The sort of organized propaganda common with America which aims at giving discriminating appreciation of the merits of various models and at introducing innovations widely was conspicuous by its absence. Yet without the public was buying, and buying well to all appearances. Still in all Germany there are only some 70,000 cars as compared with 120,000 in France, 350,000 in England and 2,000,000 in America.

From Columbus Circle go north on Broadway to Getty square in Yonkers, follow traffic regulations through square, follow the Albany Post road through McKees Corners and Annville to Peekskill and continued south on the Albany Post road through Croton, Ossining, Tarrytown and Yonkers back to New York.

and follow Broadway, which is not only more scenic but in a better condition at the present time than the alternate route. Then along Warburton avenue through Hastings and Dobbs Ferry to Tarrytown. At North Tarrytown turn right into Bedford road, which is followed through Pocantico Hills to Brincliffe, then continue on the trunk line through Pine Bridge, passing Croton Lake Station, and just beyond turning sharp right and continuing north through Yorktown Heights and Annawalk, then along the west shore of the Amawalk Reservoir through the little town of Baldwin, skirting the east shore of beautiful Lake Mahopae to Carmel, the country seat of Putnam county, then along Lake Glendon to Paterson. A new road was recently built from Paterson skirting the west shore of Walley Pond to West Pawling. This road is hard surfaced. The route continues through Poughquag, Stormville, Wicopee and Brincliffe to Fishkill. From Fishkill the return route is made via the Albany Post road through McKees Corners and Annville to Peekskill and continued south on the Albany Post road through Croton, Ossining, Tarrytown and Yonkers back to New York.

The first cost  
is practically the last

STRATTON-BLISS COMPANY BISHOP, McCORMICK & BISHOP  
1847 Broadway New York 1221 Bedford Avenue Brooklyn  
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SEDAN



## SEE THE Studebaker EXHIBIT CLOSED CAR SHOW AT THE 12TH REGIMENT ARMORY—COLUMBUS AVE. NEAR 61ST. LIGHT-SIX SEDAN

The NEW LIGHT-SIX SEDAN is offered as a remarkable achievement in the production of closed automobiles, not only because of the high character of the car itself but because of the low price at which it is sold.

The completeness of its appointments may be judged from a partial list of its equipment: deep upholstery of gray mohair velvet plush with adjustable silkshades to match, 8-day clock, dome light, 3-piece rain vision windshield, windshield wiper, ventilator in cowl.

Mounted upon the LIGHT-SIX chassis with its 40-horsepower motor of re-

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At the new low price this Sedan undoubtedly represents the highest value in closed cars ever offered to the public. You are invited to view the LIGHT-SIX Sedan now on display in our show room.

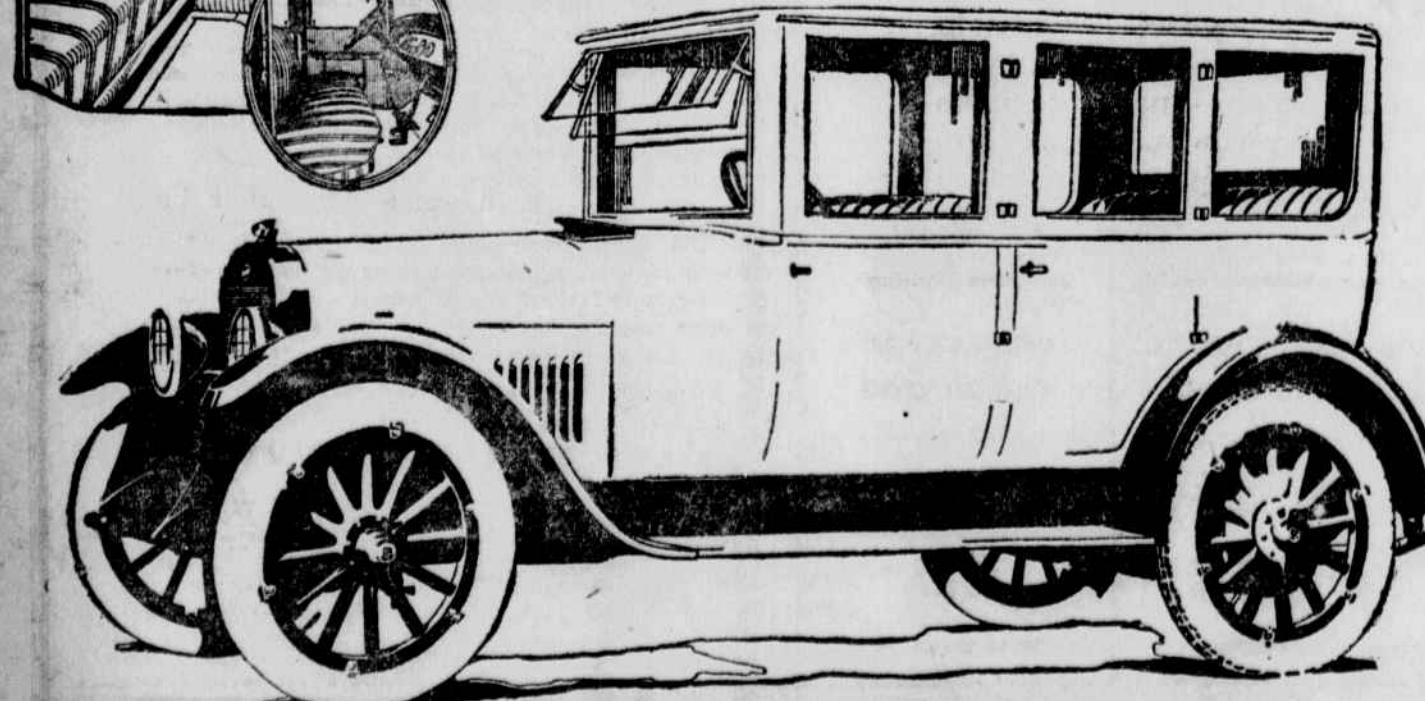
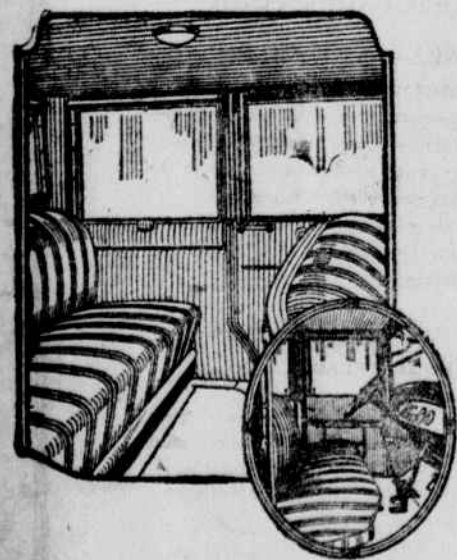
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LIGHT-SIX TOURING CAR	1150	LIGHT-SIX 4-PASS. SEDAN	1850
SPECIAL-SIX 2-PASS. ROADSTER	1585	SPECIAL-SIX 4-PASS. COUPE	2450
SPECIAL-SIX 4-PASS. ROADSTER	1635	SPECIAL-SIX 6-PASS. SEDAN	2550
SPECIAL-SIX 4-PASS. ROADSTER	1635	BIG-SIX 4-PASS. COUPE	2850
BIG-SIX TOURING CAR	1985	BIG-SIX 7-PASS. SEDAN	2950

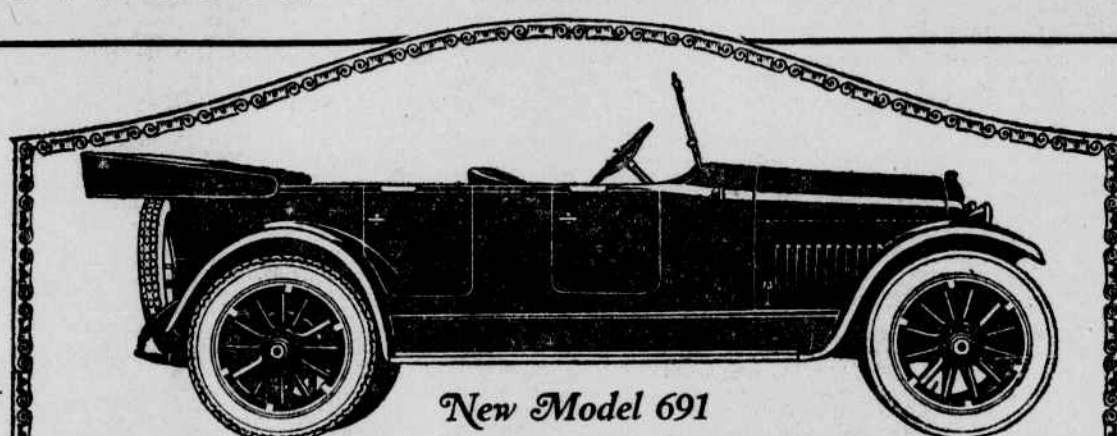
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See it now. It will give you an entirely new conception of motor car values.

It is the finest automobile Nash ever built. It is the greatest value at any price in today's market.

Buy your greater Nash Six now. Enjoy it through the winter months. It is the same car that will be shown next spring when demand is certain to slow up deliveries.

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The new straight-line body gives it unmistakable individuality in its field, with its rich, deep Nash blue finish and silvered outside door handles.

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### New and Greater Performance

The great Nash Perfected Valve-in-Head Motor has been refined to the highest degree. It gives remarkable power and flexibility and brings to the driver a new sense of driving ease.

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The new and wonderful spring suspension of this Nash Six achieves almost the character of a new quality in motor travel. The big, heavy bumps and the quick, sharp jars are absorbed with equal surety.

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See these new models at our Broadway Showrooms and at Closed Car Show, 12th Regiment Armory.



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2-passenger roadster	1525
4-passenger sport model	1695
7-passenger touring car	1695
4-passenger coupe	2395
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f. o. b. Kenosha

NASH FOUR	
5-passenger touring car	\$1045
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5-passenger sedan	1835

f. o. b. Milwaukee

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